

LATE FALL 1951

Volume 3 Number 1



Nash
Highlyte
MAGAZINE



★ Here they come! The opening parade of the 1951 Miss America Pageant rolls up the Atlantic City boardwalk. Some 150,000 persons watched the beauty queens of the United States, Puerto Rico, Hawaii and Canada pass in review. Miss Philadelphia 1950 and Miss Florida 1950, guests of the Pageant, ride by in Nash Rambler convertibles, official Pageant car. The week-long event was climaxed September 8 with the naming of Miss Utah as Miss America 1952



Nash Airflyte MAGAZINE

LATE FALL 1951

Volume 3 Number 1

Editorial Offices: 431 Howard St., Detroit 31, Mich.
Published by and distributed with the compliments of your Nash Dealer.

COPYRIGHT 1951 • NASH MOTORS DIVISION OF NASH-KELVINATOR CORP.

FEATURED IN THIS ISSUE

Miss America 1952	Page 4
Who's Who	Pages 7, 11
Television Goes Coast to Coast	Page 8
Strong Legs Run That Weak Legs May Walk	Page 12
A Mechanical Pin Boy	Page 16

Yesteryear in York State	Page 18
Nash Owners Forum	Page 20
Favorite Eating Places	Page 23
Helpful Hints from Nash Owners	Page 24
The Nation's Flowerbasket	Page 26
Smiles Along the Road	Page 28

PRESENTING

Miss America ☆ 1952

"I don't know how it happened. I thought I was too darned tall."

Those were the first words of Colleen Kay Hutchins, 25, of Salt Lake City, Utah, when she was named Miss America 1952 at the close of the 30th Miss America Pageant contest in Atlantic City.

The stately, new beauty queen is tall—she stands five feet, 10 inches.

But the Pageant judges liked the way the blonde, blue-eyed beauty's 143 pounds were arranged on her tall and graceful frame.

The Utah beauty was crowned Miss America September 8 at the conclusion of the five-day Pageant in which 51 girls sought the coveted title and crown.

Colleen expects to do graduate work and seek a stage career following her reign as Miss America. She is a graduate of the University of Utah. She did a scene from Maxwell Anderson's "Elizabeth, the Queen" in talent competition and with her fine acting won a preliminary contest victory. (Preliminary contests include talent, bathing suit and evening gown.)

Runners-up to Colleen were Miss Indiana, Carol Mitchell of Rochester, and Miss North Carolina, Lu Long Ogburn of Smithfield. Fourth and fifth places were taken by Miss Arkansas, Charlotte Simmen of Little Rock, and Miss Florida, Mary Elizabeth Godwin of Gainesville.

To Miss America 1952 went a new Nash Ambassador and a \$5,000 scholarship that will enable her to

This is the big moment. Miss America 1952 receives the congratulations of Arthur Broll, Pageant president





Miss America 1951 (Yolande Betbeze) lends a royal ear to Miss Sweden (Anita Ekberg). The Nordic beauty was a guest of the Pageant

Miss South Dakota used a Nash Rambler convertible while in Atlantic City, as did the other 50 contestants

continue her dramatic studies.

Nash is one of the principal contributors to the \$26,000 scholarship fund of the Pageant. In addition to the \$5,000 Miss America scholarship, the first four runners-up for the title were given scholarships of \$3,000, \$2,500, \$2,000 and \$1,500. Twelve other girls won \$1,000 scholarships each.

All of the contestants were provided with Nash Rambler convertible sedans as official cars during the five-day event. And, of course,

(continued on page 6)

Miss North Carolina, Miss South Dakota and Miss Arkansas were the finalists in the bathing suit trials



(continued from page 5)

Miss America 1952 has her Ambassador for keeps.

Some 40,000 tense spectators watched the climax of the week of preliminary tests. The field had been screened down to 16 finalists and then narrowed to the five girls representing Utah, Indiana, North Carolina, Arkansas and Florida.

Miss Utah emerged as winner of the coveted crown.

On hand to congratulate the new Miss America was Miss Sweden, Anita Ekberg of Malmo, and Miss America 1951, Yolande Betbeze. In addition to beauties from the United States, lovely-to-look-at girls from

Puerto Rico, Hawaii and Canada also took part in the competition.

The new Miss America measures up to those who wore the crown before her. She's all that is wholesome in today's young women. She attributes her health, beauty and happiness to a clean and healthy life, proper food and rest and an optimistic outlook on life.

She loves to sew and paint. And her favorite sport is swimming. (She swam the 100-yard backstroke in the 1947 national AAU swim meet.)

That's the nation's new beauty queen—Miss America 1952.

Miss Indiana (Carol Mitchell of Rochester) does a freehand sketch as part of her talent presentation that also included dancing puppets

Pretty Miss West Virginia (Phyllis Lee Walker of Charleston) in the evening gown competition, one of the three phases of the Pageant





Math Malisheske... Human Dynamo

If energy and ambition could be measured in terms of dollars, 52-year-old Math Malisheske of St. Cloud, Minn., could retire. For besides holding his job with the Great Northern Railroad he serves as mayor of a growing city of 28,400.

Elected in 1948, Malisheske virtually lives for civic work. Under his leadership the town has passed a law against objectionable litera-

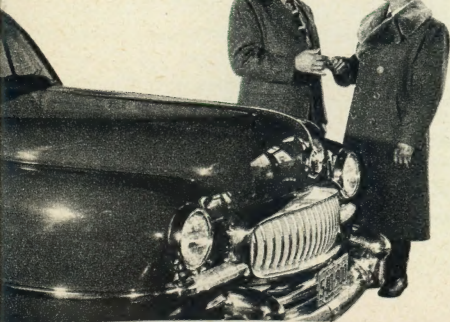
ture, obtained a new street lighting system, built a railroad underpass, passed re-zoning ordinances and is rebuilding its streets.

"The highlight of my life," the mayor says, "is my European trip in 1949." While on the continent Malisheske made a good will tour to St. Cloud, France, traveled to the edge of the Iron Curtain, spoke over the German radio and assisted the military government with its re-orientation program.

The mayor's city made national news some time ago by "adopting" Mellrichstadt, Germany in an "Operations Democracy" program.

For recreation the Malisheskes like nothing better than traveling in their two Nash cars, one of which is a '51 Ambassador. The mayor still talks about a recent 3,300-mile trip on which he spent only \$35 for gas. He is especially enthusiastic about the twin bed feature. "I wouldn't be without it," he says.

Malisheske receives keys to his new Nash from Dealer Earl Litchy



TELEVISION



By ANDY WILSON, *Detroit Times*

Long-awaited coast-to-coast television is now a reality.

To Eddie Cantor went the distinction of being the first entertainer to be TV-beamed from west to east.

On September 30 the coast-to-coast television relay system was ready for commercial broadcasting, and already the networks have made plans to televise some of their biggest shows from the Hollywood stages and studios.

The recent televising of the signing of the Japanese peace treaty in San Francisco was rather like a test—a test so successful that the big networks immediately got ready to put on their shows from Hollywood.

Television actually spanned the United States for the first time September 4 when President Truman opened the peace treaty conference in San Francisco.

The quality of the reception was as good as local programs. The President's potential audience was estimated by network officials at more than 40,000,000 persons.

The transcontinental network was opened a month ahead of schedule at the request of the State Department to televise the conference.

Many entertainment figures say that Hollywood will become the television capital of the world.

NBC plans to put on all Cantor's shows from Hollywood. Also the Red Skelton, Donald O'Connor and Abbott & Costello clambakes, along with Tony Martin's show and those of all the others who live in the movie town.

With TV coming in from the coast more Hollywood holdouts may get into it. But since the winter schedules were drawn up during the summer few new faces are scheduled at this time.

In fact, most of the new shows announced for premieres are with TV veterans. Television is new enough to give a person a "veteran" status after one season of work.

In addition to such sports classics as the East-West game, the Rose Bowl game (and parade) and the World Series, the networks have scheduled such shows as:

"Mr. District Attorney," Lucille Ball and Desi Arnez in "I Love Lucy," Dennis James in a new version of "Okay, Mother" called, strangely enough, "The Dennis James Show."

Eddie Cantor was the first entertainer to be televised coast-to-coast

Rudolph Halley, the hero of the Kefauver hearings, is commentator on "Crime Syndicated" over CBS. Kate Smith has moved into night time television on NBC in competition with Arthur Godfrey.

The Du Mont Television Network will use the transcontinental facilities on an occasional basis only. A coast-to-coast telecast of the East-West game in San Francisco has been definitely scheduled by Du Mont for December 29.

"See It Now," a TV counterpart of "Hear It Now" on radio, also is going out from CBS studios.

When facilities on the new transcontinental network are adequate and local stations can clear time on the air, the Nash-Kelvinator Paul Whiteman TV Teen Club telecast from Philadelphia will be presented

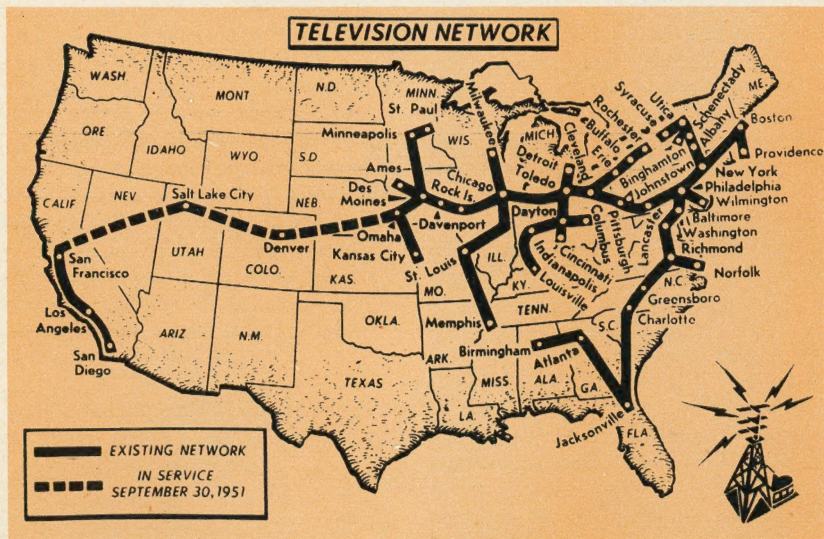


to viewers along the Pacific Coast.

Eastern and Midwestern states are now scheduled to see their favorite shows at the choice early evening hours, and if they originate in Hollywood the persons out there can expect to watch them in the late afternoon time slots.

Cantor's show, for example, is scheduled for a 5 p.m. PST telecast which makes it the usual 8 p.m.

(continued on page 10)





On New Year's Day, the annual Rose Bowl grid classic, granddaddy of the bowl games, will be TV-beamed from Pasadena, Calif., across the nation

(continued from page 9)

EST. Californians won't like it, but there isn't much they can do about it, except set the supper table in the living room.

The transcontinental micro-wave relay link means that 95 out of every 100 TV homes in the United States henceforth can be served by "live" telecasts.

Based on preliminary estimates for September 1, there were 11,360,000 TV sets installed in the present 48-city interconnected area.

The linking of Los Angeles, San Francisco, San Diego and Salt Lake City provides 1,380,000 added sets, leaving only 710,000 sets elsewhere in the U.S. not served by direct network facilities.

It is estimated that 13,271,700 television receivers were in the hands of the public as of August 1.

And TV set owners aren't too concerned with the speculation over whence the shows are coming. The TV viewer just wants good shows.



When facilities are available, Paul Whiteman's N-K TV Teen Club television show from Philadelphia will turn westward

A Man of Many Hobbies

FREDERICK PHILLIPS

Williamsville, N.Y.

Lumberman, vaudeville star, club founder, builder, bird fancier, rug weaver—all of these terms might be used to describe Mr. Frederick Phillips of Williamsville, N.Y.

Born on a farm near Bracebridge, Ont., Mr. Phillips attended school until he was 14 years of age and then went to work in a lumber camp in Algonquin Park in Northern Ontario where he stayed for two years. He then went to Vancouver, B.C., where he obtained work in a photo-engraving plant.

Meantime he studied voice. Then he went into vaudeville teamed with a tenor he met in Vancouver and toured the United States for three years. Upon his return, he went in comic opera in Chicago.

After three years on the road, he wearied of traveling and decided to settle down and have a home of his own in Williamsville, N.Y.

Mr. Phillips' hobbies are many and varied. He has been a Rotary Club member (Buffalo, N.Y.) for 17 years and has never missed a meeting. He has founded five clubs himself: Dunkirk, N.Y., Eggertsville, N.Y., West Seneca, N.Y. (celebrating its first anniversary this year), and the only twin clubs in the history of Rotary, those that are located at Blasdell and Cheektowaga, N.Y.



With no outside help, Mr. Phillips built a log cabin. A bird fancier, he has a complete bird sanctuary on his property, consisting of bird houses, feeding stations and drinking fountains. He also designs and makes hooked rugs.

Mr. Phillips bought his first Nash in 1920, and he has had 14 Nash cars since then. His job takes him all over western New York state, and he covers 30,000 miles a year. All told he has driven over one and one-half million miles in his Nash cars.

Mr. Phillips is now driving a Nash 600 and says he is getting 23 miles to the gallon in city driving. He says he wouldn't be without overdrive and that he has driven overdrive-equipped Nash automobiles for the past 16 years.

who's  who
AMONG
OWNERS



STRONG LEGS RUN THAT WEAK LEGS MAY WALK



By PRESCOTT SULLIVAN

San Francisco Examiner

The greatest players in college football are at the height of public acclaim. Their names are gracing the rosters of the rash of All-America teams. They are sought for public appearances. The football banquet circuit beckons.

The holiday season is just ahead—and they can go back to their home towns to bask in the glory of their gridiron exploits. They're young men—and who can really blame them for getting a great thrill from this post-season adulation?

But, most of the top players don't go home for the holidays.

They pack up and head for San Francisco. Ahead of them is more hard work—more hours of the severe conditioning grind that ended for most of the nation's gridders only a few weeks before.

They are heading for the Shrine's East-West Game at San Francisco. This is the game played annually for the

benefit of the Shriners Hospital for Crippled Children. Their strong legs must run that crippled legs may walk.

Originated in 1925, the annual affair at Kezar Stadium has contributed more than \$1,500,000 to the cause of helping crippled kids back on the happy road to active health. And the kids are helped regardless of race, religion or creed.

The Shrine Game has another distinction. It has proved to be one of the best played games of all the star-spangled bowl engagements. The Kezar extravaganza fields nothing but All-Americans or near All-Americans—all determined to prove their right to their high rating. This is the game that puts some reality into those long and endless lists of All-America selections that you see early in December. These famous names actually assemble in San Francisco for a gridiron showdown between East and West.

Sauer, Muller, Nagurski, Hart, Harmon, Albert, Warburton, Dudley—they all played for the children in the Shrine Hospital. They and scores of other pigskin immortals.



William M. "Bill" Coffman

Annually, two squads of 24 men are hand-picked for the game, the Mississippi being the dividing line between the two halves of the nation. Coaches, like players, serve without any financial reward whatever in this complete charity. (Even the sportswriters pay admission.) Their reward is knowing that their efforts bring a measure of happiness and relief into a world all too black for little people.

The two veteran coaches are Andy Kerr, formerly of Colgate, who has coached the East for 24 years, and Babe Hollingbery, once of Washington State, who has been around with the West for a long time. They are ably assisted by some of the biggest names in the business—Lynn Waldorf, Matty Bell, Dana Bible, Bernie Bierman and Howie Odell.

Part of the players' introduction to the game is a visit to the hospital, so that they may see for themselves the urgency of the cause for which they are sacrificing their holiday va-

Andy Kerr, left, who has coached the East for 24 years, maps strategy with Fred Swan and Bernie Bierman



One of the East-West Game pageant bands plays a special concert for patients of the Shriners Hospital for Crippled Children

cations. It is an experience that melts all of them. But after the harsh impact of seeing disfigured children and the surreptitious wiping away of a few tears, it is a happy occasion for the players and the children alike.

The custom is for the kids to "adopt" a player, who in turn, promise to play the game for them. A few years ago, Joe Sullivan, a half-back from Dartmouth, was "adopted" by a little girl with golden curls. Joe called her "Princess" because she looked like it, and then his enthusiasm betrayed him.

"Tell you what I'm going to do, Princess," he said. "You just watch me on television, and I'll intercept two passes—all for you."

Too late, Joe realized he had taken on an order he might not be able to fill. But luck was with him, and late in the afternoon he followed a first interception with a

(continued on page 14)

(continued from page 13)

second and kept his bargain. The Princess thought Joe was wonderful. But all Joe could do was think of what a heel he would have been had he missed.

This year the game will receive added revenue for charity by virtue of being telecast nationally, for the first time, over the Du Mont Television Network. The date for the game is December 29.

From the beginning, the game

touchdown and conversion. In 1951 the West broke a three-year East stranglehold.

Dynamic Bill Coffman really came up the hard way. The soon-orphaned son of a Virginia shipyard worker, he was, at one time or another, everything from a singing waiter to a sailor before the mast.

When, at length, he decided to settle down in San Francisco, he became a swimming instructor. He

*Scores of marching units and bands completely fill
Kezar Stadium's field for a stirring half time pageant*

(San Francisco Examiner Photos)



has grown under the leadership of a story-book man named William M. "Bill" Coffman, whose boundless energy has built the game up into a national classic. Kezar Stadium's 60,000 seats are sold out months in advance of the classic.

Shrine Game crowds have seen some thrilling struggles. Four of the games ended in ties—and in six other encounters, no more than four points separated the teams. In only 11 games has the winner ended in front by more than a single

held that job long enough to display one of the most thoroughly tattooed torsos this side of Malaya and to reach the decision that he should be in the typewriter business.

So Coffman got into it. Today, as for many years past, he is a top-drawer executive for one of the biggest companies in the typewriter and adding machine field.

But the Shrine Game is his baby. If he's proud of anything at all, he's deservedly proudest of this noblest of all sports events.

Through the Years with Football's Noblest Classic

Year	Winner	Score	Year	Winner	Score	Year	Winner	Score
1926	West	6-0	1935	West	19-13	1944	Tied	13-13
1927	West	7-3	1936	East	19-3	1945	West	13-0
1928	West	16-6	1937	East	3-0	1946	Tied	7-7
1929	East	20-0	1938	Tied	0-0	1947	West	13-9
1930	East	19-7	1939	West	14-0	1948	East	40-9
1931	West	3-0	1940	West	28-11	1949	East	14-12
1932	East	6-0	1941	West	20-14	1950	East	28-6
1933	West	21-13	1942	Tied	6-6	1951	West	16-7
1934	West	12-0	1943	East	13-12	1952	?	?

Summary—Games won: West 13, East 9; tied 4.



Outstanding Performers in the East-West Game

Coffman Award Winners Start 1945

1926	Harold Muller (E)	California	1938	Elmer Dohrmann (E)	Nebraska
1927	Bill Kelly (HB)	Montana		Dwight Sloan (HB)	Arkansas
	Tiny Roebuck (T)	Haskell Indians	1939	William Patterson (HB)	Baylor
1928	"Rags" Matthews (E)	Texas Christian	1940	L. Artoe (T), J. Schiechl (C)	Santa Clara
1929	Walter Holmer (FB)	Northwestern	1941	Paul Christman (QB)	Missouri
	Howard Harpster (QB)	Carnegie Tech	1942	Bob Westfall (FB)	Michigan
1930	Jack Cannon (G)	Notre Dame		Bill Dudley (HB)	Virginia
1931	Buster Mills (HB)	Oklahoma	1943	Bob Kennedy (HB)	Washington State
	Johnnie Kitzmiller (HB)	Oregon	1944	Dean Sensenbaurer (FB)	Ohio State
1932	Bill Hewitt (E)	Michigan		Herman Wedemeyer (HB)	St. Mary's
	Clark Hinkle (FB)	Bucknell		Hank Norberg (E)	Stanford
1933	Henry Schaldach (QB)	California	1945	Bob Waterfield (QB)	UCLA
1934	George Sauer (HB)	Nebraska	1946	Allen Dekdebrun (QB)	Cornell
1935	Irvine Warburton (QB)	So. California	1947	Nick Sacrinty (HB)	Wake Forest
	Bill Shepherd (HB)	Western Maryland	1948	Johnnie Lujack (QB)	Notre Dame
1936	Don Irwin (QB)	Colgate	1949	John Panelli (FB)	Notre Dame
1937	Larry Kelley (E)	Yale	1950	Eddie LeBaron (QB)	College of the Pacific
			1951	Kyle Rote (FB)	SMU



By W. W. EDGAR

National Bowling Authority

Former Sports Editor, The Detroit Free Press

The "Machine Age" has caught up with America's greatest participant sport — tenpin bowling.

In this day of modern miracles nothing is too surprising. But the 20,000,000 bowlers of the country will stand in utter amazement when they cast their eyes on the AMF Automatic Pinspotter that had its world premiere at the Bowl-O-Drome Recreation in Mt. Clemens, Mich., within the past month.

Yes, it's an automatic pinspotter, a mechanical pinboy that does everything but talk back to you, and it does a better job, more efficiently, than human hands ever did.

From the time the ball is released from the bowler's hand until it returns—automatically—the machine is in operation and it, truly, is a modern day miracle. It sweeps the alleys of "deadwood." It returns the ball to you. It separates the pins from the ball in the pits, and resets

At last... A MECHA

them. And what's more it flashes a message to the bowler informing him of any pins that have been left standing and their exact location. There will be no more "sleepers" that long have been the bugaboo of all bowlers.

This automatic pinspotter is the result of 12 long years of research and the expenditure of more than \$10,000,000. And while it was a long time coming it will revolutionize the second oldest sport known to man.

Briefly, here is how the machine works:

The AMF Pinspotter is five feet, two inches high, can be installed on any regulation alley and it conforms to all of the rigid rules laid down by the American Bowling Congress—even to resetting of "off-spot" pins.

Employing electro-mechanical principles throughout (a mechanical system controlled by electrical circuits) the pinspotter is set in motion when a ball hits the pit cushion on which a switch is installed.

Should a strike occur (all the pins knocked down) the sweeper bar drops at once to the alley bed. The table descends, finds no standing pins, reascends briefly while the sweeper bar clears the alley of deadwood, and spots a new set of pins. (It requires two sets of pins to operate the machine.)

The sweeper bar now has cleared the alley, swept all of the pins into the pits along with the ball onto what is called the machine's magic carpet. This is an endless belt in the pit which carries the pins be-

NICAL PIN BOY

neath the pit cushion into a wheel-like conveyor known as "the pin-wheel."

This pinwheel lifts the pins to the top of the machine. Meanwhile, the ball has been moved to the corner of the pit by the "magic carpet" and carried up to the ball return track by an automatic continuous belt-type ball lift where it speeds back to the bowler by means of gravity alone.

At the top of the pinwheel, the pins are released and oriented, base first, upon an endless belt, telescoping distributor which indexes the pins into the cups of the spotting table as they are required—whether the table is in normal or respotting position.

When the first ball has failed to knock down all pins, the sweeper bar first descends to the alley bed and waits for the table to lower and lift the standing pins clear of the alley. Then, the sweeper bar clears the deadwood into the pit and the table replaces the standing pins to the exact locations from which they were taken, ready for the second ball.

Pins off-spotted by the first ball are replaced precisely in their "off-spot" positions. This is the most amazing feature of the entire machine for it complies with one of the most rigid rules of the American Bowling Congress.

Telescoping pin distributor moves pins from orientator on an endless belt to cups on spotting table

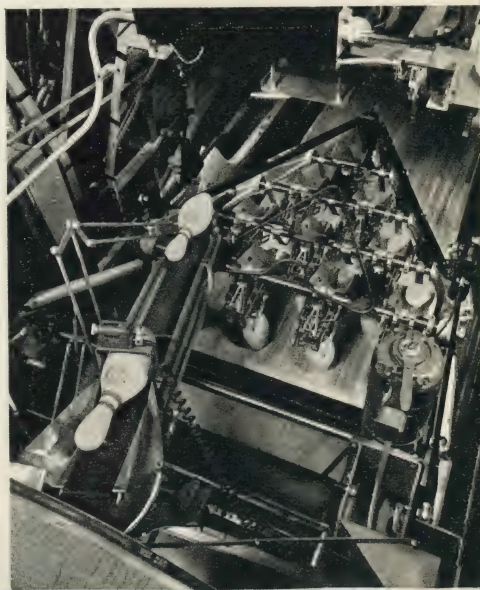
No push buttons are required in the operation of the machine with one lone exception—when a spare is made in the tenth frame. To obtain a new set-up for a new game, a button is pushed at the foul line—whereupon the alley is cleared and the ten pins then are spotted on the alley bed.

All this activity goes on at a game speed varying from seven and one half to nine games per hour, depending, of course, on the speed of the bowler.

The automatic pinspotter is the most amazing thing to hit the sports world in years and years, and just as the Atomic Bomb caused a revolution in modern warfare, so will this machine bring about a revolution in the grand old game of tenpin bowling.

Not a human hand is needed in the pit end of the bowling alley—and what a relief that will be to all concerned.

Yes, the Machine Age really has caught up with the pin spillers.



YESTERYEAR In York State



Today's storekeeper at the Farmers' Museum will show but not sell you almost anything from dried apples to Yellow Hyston tea and buggy whips

By Dorothy Cleaveland Salisbury

Last year 70,000 visitors paid a modest admission fee to spend an hour or more among the relics of the days of their grandfathers and great-grandfathers.

On the west side of Otsego Lake a mile out of Cooperstown, N.Y., on State Route 80, the gates of the Farmers' Museum stand open to all comers from May 1 to October 31.

For in this sprawling group of buildings the New York State His-

torical Association has brought together and reconstructed the actual settings of up-state New York life in the days before electricity and the gasoline engine.

A great stone dairy barn now houses the main collection of tools, implements and utensils used by the Yorkers when theirs was virtually a self-contained economy.

Just within the entrance, the kitchen, butt'ry, washroom and loom room show the facilities a farmer's wife used to feed and clothe her

large household. The old kitchen fireplace with its bake-oven on the side was built in its original farmhouse before 1808. Iron kettles still hang from the crane or stand on trivets on the hearth.

In the butt'ry the collection of churns, milk pans, skimmers and butter molds show the maker's endeavor to find an easy way to make butter. One unusual churn is geared to a flat wheel eight feet in diameter on which a dog was trained to run. The man who made these churns sold dog and churn together.

The collection of ancient vehicles, which fills the west wing and spills into the ancient "farmers' sheds"

behind, range from a clumsy two-wheeled ox-cart to a Conestoga wagon with its billowing canvas top.

In the haymow, the early farm implements carry the story of tilling the soil through the seasons from the wooden plows of the pioneers, past the harrow, seeders and rollers, to the cradles, sickles, scythes and winnowing baskets of harvest time.

The Cardiff Giant, famous 19th Century hoax, which was "discovered" on a central New York farm 80 years ago, is also on display.

A few rods beyond, by a stone watering trough, stand the buildings of The Crossroads, a typical rural trading center of 100 years ago. McGuffy Readers, slates, lunch boxes and a dunce's cap stand on the desks and window ledges of the schoolhouse.

Next time you cross the Empire State on U.S. Highway 20, 7 or 5, take the crossroad leading to Cooperstown and the Farmers' Museum for a return to the days of yesterday.

The "Cardiff Giant," 19th Century hoax, caused many arguments

Among the many interesting items in the butt'ry is the "cradle churn"





SHOULD THERE BE A COMPULSORY MOTOR VEHICLE INSPECTION?

by LEN BARNES, Associate Editor, Auto Club of Michigan's Motor News

Join the Nash Owners Forum

Nash Airflyte Magazine's own "Town Hall"—the Nash Owners Forum—came into being in the early fall issue when readers were invited to sound off their views on the question: "Should there be a minimum speed law?"

Nash Owners obviously had plenty of ideas on the subject, judging from the letters that poured in to the Forum editor. Writers of the two best letters will be announced in the Christmas issue.

"Should There Be A Compulsory Motor Vehicle Inspection?" is the question put before you now. And you have until November 19 to get your letters in to the Forum editor. Remember, your letters (for or against) should not exceed 200 words and should be written neatly with pen and ink or typewritten.

For the best letter received on each side of this question, this magazine will pay \$50 and publish the winning letters in a future issue. Before choosing your side, be sure to read the rules of the contest at the bottom of page 22.—THE EDITORS.

Killing a fellow human being in an auto accident was never the goal of any sane motorist. Yet over 35,000 Americans died in traffic accidents last year. Anything that will help reduce this toll would be enthusiastically accepted by most motorists—short of prohibiting them from driving their cars.

So when some safety experts propose that all autos be required to undergo regular checkups—"compulsory motor vehicle inspection," they call it—a lot of drivers quickly agree.

Is compulsory inspection a good thing? Here is fit subject for any debate. Can there be any points

made against such a logical-sounding thing? Yes, indeed. Are there points in favor of it? Safety experts proclaim that there are, and point to the experience of some states that have it now.

Thirteen states and the District of Columbia now have it, American Automobile Association figures show. Inspection laws have been repealed in four states, including New York, which have tried it and cast it aside. Fifteen other states have considered it at various times. Opinion on the worth of such inspection is divided among AAA clubs and safety experts, with an AAA study of the question now under way. There is serious question whether the program is worth the expense and inconvenience involved.

If I were writing a letter in this contest, I'd write against compulsory inspection. I think this is the logical side. As one who drives 20,000 miles a year, I feel a responsibility—as do almost all motorists—to other drivers and all pedestrians. And I'm not interested in getting myself killed any more than you are.

So my car is checked over often at the garage of the dealer who sold it to me. He knows best how to care for my make of auto. Now, does anyone have to pass a law forcing me to do this? Auto dealers have constant advertising campaigns urging drivers to voluntarily have their car's safety checked, and they are producing results.

In addition to the visible things that car owners do to "keep their car up," such as washing, polishing, oiling, greasing, switching tires and attending to minor repairs, wise motorists have periodic check-ups at 5,000-mile intervals.

So most drivers get their cars into a garage or over an oil-pit an average of once a month. No good mechanic will let a customer drive out with some obvious defect in his car. And it is only the obvious things that any compulsory inspection catches.

But there are careless motorists in every city. They know their right headlight is burned out but drive anyway. How about them? Most states and even cities have laws that require cars to be kept up, points out Automobile Club of Michigan's Safety Director Ernest P. Davis. Michigan law gives a policeman the right to stop any car he has reasonable belief might be mechanically defective.

"Anything that even MIGHT cut accidents should be tried," safety experts say. "You Auto Club men are just against this because it might inconvenience the motorist a bit. It's every motorist's duty to accept inspection. It only costs 50 cents to \$1 and takes five to 10 minutes."

Auto Clubs reply that even the most optimistic statistics yet produced show that only in an infinitesimal number of accidents was a mechanical defect noted—and most of these didn't cause the accident. Most police believe that not more than five per cent of accidents in the nation are caused by defective automotive equipment.

"It's the nut behind the wheel and not the car itself that causes 95 per cent of all auto accidents,"

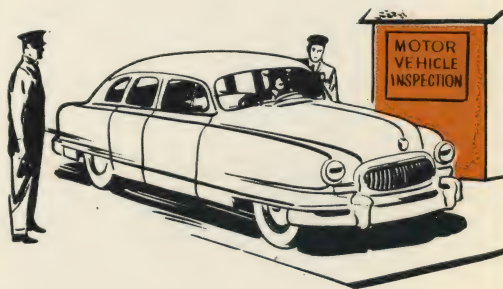
says Inspector Donald Quinn, in charge of Detroit's police accident prevention bureau.

"Over 85 per cent of all auto accidents are caused by driver-failure. Yet less than 10 per cent of all drivers have received adequate training for driving," says Dr. Amos Neyhart, public safety director of Pennsylvania State College and dean of the nationwide high school driver-training program.

Any compulsory inspection program would cost both motorists and the state a lot of money. Some safety experts feel that the nation's yearly \$3,100,000,000 accident bill and its 35,000 dead yearly make this worthwhile spending. Others feel if such money is available it should go to high school driver-training, which has cut the number of accidents more than half among trained drivers, and other safety work. Some oppose the false sense of security an inspection "OK" sticker can give.

"I could have my car inspected, hit a curb five minutes later and throw the wheels out of alignment. But my 'OK' sticker would be good for six months or a year in spite of this," says Auto Club of Michigan's General Manager Richard Harfst, long a foe of compulsory inspection.

(continued on page 22)





(continued from page 21)

The Oregon State Motor Association, an AAA affiliate, does believe in the principle of motor vehicle inspection, "where an adequate over-all accident prevention program is in operation," according to its manager, Ray Conway. But the Portland, Ore., compulsory inspection program was abandoned in 1949. Portland had virtually no driver-training and needed improvement in its over-all safety program.

"Various groups touting mandatory inspection will advance figures from states now using the program to show it cuts accidents almost in half. Such claims don't stand up under analysis. With the same theory of inspection and equipment, two different states had ratio of rejection for brakes and lights reversed on same make cars recently. Research indicates that many states with no inspection program have less defective vehicles than states which have had the program in operation for years," Auto Club's Mr. Harfst says.

For those who'll be writing on the subject here are some pros and cons:

For:

1. Anything that prevents even one death on the nation's highways is worth doing.
2. Compulsory inspection has cut accidents in many states.
3. Compulsory inspection lets motorists know their brakes are bad, steering gear poor.
4. It takes the "clunkers"—old cars—off the highways.
5. It educates motorists to think in terms of auto maintenance.

Against:

1. Over 85% of all accidents are caused by driver-failure. Why not spend our money on driver-training enforcement and engineering?
2. Inspection doesn't stop mechanical failures. It gives a sticker good for six months to a year, regardless of what happens to car after sticker is pasted on.
3. Inspection merely creates jobs for politicians to dole out, sells testing equipment and costs money.
4. It is unfair to penalize the great bulk of conscientious motorists who keep cars in good order just to apprehend a few careless drivers.
5. Periodic inspection is not self-supporting. In Portland, Ore., the general fund went in the red at rate of \$10,000 a month in spite of the 50-cent charge levied for each of two inspections required annually.

RULES OF NASH OWNERS' FORUM CONTEST

Write on one side of question only. Take either the "for" or "against" side. Two \$50 prizes will be awarded to the writers of the two best letters (for and against) on the question: "Should There Be A Compulsory Motor Vehicle Inspection?" Letters should not exceed 200 words and should be written neatly with pen and ink or typewritten. No letters post marked after November 19 will be considered. All entries become the property of Nash Airflyte and none will be returned. Address your entry: "Nash Owners" Forum Editor, 431 Howard Street, Detroit 31, Mich.



THE MILK PAIL...Dundee, Ill.

You'd never expect such a place as you drive along Route 25 between Dundee and Elgin, Ill. Mighty pretty farm country, this. Rolling, wooded acres in the heart of the Fox River Valley. A sign tells you you've come to Fin 'n' Feather Farm with a restaurant called The Milk Pail. And you turn in hoping, at best, for a fairly well-prepared meal.

That's Surprise Number One. The menu is *wild*! You can have pheasant in broth, salad or a whole plump breast served with honest to goodness wild rice. You can have Mallard Duck and Guinea Hen. And pan fried Rainbow Trout that makes you long to wet a fly in an icy, tumbling stream.

This remarkable Farm belongs to Max McGraw, of electrical equipment fame, who bought these 2,000 acres because conservation, hunting and fishing are all dear to his heart.

He built a fish hatchery for trout and bass, stocked the woods with game birds and deer, installed a Guernsey herd whose milk is rich and delicious. Genial Ed Eichler was made its manager.

A great deal has happened in the

12 years since. The place itself is a sportsman's paradise—with a mile of trout streams, five birch- and pine-girdled lakes, thousands of pheasants, ducks, guineas and turkeys, plus a 500-acre deer park.

Of course you don't have to "eat wild" at Fin 'n' Feather! You can have hickory smoked ham and bacon and country sausage from the Farm's porkers, sour cream salad dressing, chunky cottage cheese and gloriously rich ice cream via those beautiful Guernseys. The usual pattern is to stuff yourself in The Milk Pail and then, undaunted, flock to its next door store, The Country Cupboard, to load up on fine food to take home. That's Surprise Number Two, tempting you with canned, smoked and frozen game birds, with venison, bacon, ham and sausage, with jellies and pickles, sauces and a variety of dressings.

And Surprise Number Three is a Gift Shop—new and wonderful—offering charming souvenirs of a happy day as well as an easy way to do all your gift buying, from a simple remembrance to a superb decorator's item.

If you have a favorite way of performing some ordinary household task, or have discovered a short-cut in the performance of some chore, send it along; it may be worth money. Nash Airflyte Magazine will pay five dollars for each contribution published. Address all contributions to Nash Airflyte Magazine, 431 Howard Street, Detroit 31, Mich.



For a flour thickening for gravies and soups that does not lump, do the following: Take a small glass jar with a screw top. Place cold water in it (about $\frac{1}{2}$ or $\frac{3}{4}$ full), then put your flour on top of the water. Place top on jar and shake. It never lumps.

*Elaine Anderson
Klamath Falls, Ore.*

To make house plants bloom and grow, put one teaspoon of ammonia in a pint of water. Use when you water the plants, as ammonia acts as a fertilizer.

*Minnie G. Hulme
Berkeley, Calif.*

When you have a flat tire on a dark road and need some light and also a flare, light up a wax milk carton. It burns brightly and will help prevent accidents. I save mine and have several in the car all the time.

*Mrs. Fred G. Koprek
Little Falls, Minn.*



When washing windows on a cold day, add $\frac{1}{2}$ cup denatured alcohol to two quarts warm water. No frost will form when you dry windows.

*Mrs. Johanna Weiele
Baltimore, Md.*

Slip your tire changing tools and jack inside a piece of old inner tube. Fold ends over and slide a rubber band over folds to hold ends tight. Your tools will then be intact, easy to get to, with no chance of stray grease smudges on big sister's fancy luggage.

*Florence Olson
Galva, Iowa*

By merely wrapping a little burlap around the lower rung of a ladder, then lashing it securely, you produce a good foot-wiper that prevents the other rungs from becoming dirty. It also goes far toward reducing the hazard of your foot slipping from the rungs.

*Robert W. Freeman
Hackensack, N.J.*

If screws have loosened up and no longer hold, insert a little steel wool in the hole, then insert the screw. It will hold securely.

*Alma Priestley
Parma, Ohio*

To make a non-spill drinking cup, take small mayonnaise jar and punch a hole in the lid with an ice pick, going from top through to the underside. Insert a straw and kiddies can't spill the drink.

*Mrs. E. R. Wallace
Emporia, Kans.*

Save all waxed milk cartons, cut tops off and wash and dry them. They make excellent containers for the freezer. Fill cartons with fruit, cover tops with two squares of aluminum foil and fasten with a rubber band. The cartons are heavily waxed and airtight and fit nicely into the freezer.

*Flora Easterly
Litchfield, Ill.*

If your card table is getting very worn on top, don't discard it, rejuvenate it by papering it with at-



tractive wall paper. When completely dry, give it two coats of shellac followed by a coat of wax. The result will be a beautiful piece of furniture.

*Anna Young
St. Louis, Mo.*

This winter give your snow shovel a good coat of wax before you start to clean your walks. The snow will slip right off, never stick when you want to throw it to one side.

*M. Nicholson
Cleveland, Ohio*

THE BEST IN SLEEPING COMFORT

With the coloring of the leaves, chances are you're turning your thoughts to many hours of good hunting. A good shot is the man who gets a good night's sleep before he takes up his gun and lets the dogs loose. If you equip your Nash with de luxe form-fitting mattresses, you'll be sure to get the best in sleeping comfort. The de luxe mattress is designed to fit your Nash twin beds. It's easy to carry and easy to install. A single mattress for each bed comes in a neat plastic bag. And when they're not in use, they may be tucked in the luggage compartment. Even though you subject your mattress to the hardest of use, the easy-working zipper on the tough water-resistant plastic bag will keep each mattress in perfect condition. Your Nash dealer has them. Good hunting. And good sleeping.



An estimated 40 per cent of all outgoing air freight space from Southern California is taken up by Encinitas flowers. Gladioli take up four-fifths of this space; poinsettias rank second in volume



Packing seeds for sale is Mr. Ben Morse who operates with Mrs. Morse the Jendresen Petunia Gardens in Encinitas. Most operations are family affairs, for a few acres may return cultivators a fortune



A plant breeder goes through a field of ranunculus at Encinitas selecting flowers for seeds. Such zealous growers spend long hours cultivating, spraying and irrigating their crops



The Nation's Flowerbasket

Tiny Encinitas, California, has \$15,000,000 Annual

Gross in Floral Products

By KAY CAMPBELL

Wedged in between the white caps of the Pacific and the mountains etched on the eastern sky is the quaint village of Encinitas with a population of less than 1,000, yet this California town is literally the flowerbasket of the nation.

Nearly every resident of this little village in the left hip-pocket of the United States can see a dream growing in his own backyard; and the only inhabitants who don't cultivate and market bulbs, blossoms, seeds and shrubs are those who provide the necessities of life for the growers.

The grocer, the baker, and the pharmacy clerk experiment with hybrids in their spare hours; and the town's only dentist makes more money from his hobby of carnation-culture than from his professional activities. Ten years ago, most of the growers were unknown. This year, they'll gross \$15,000,000.

Six million dollars' worth of cut blooms, alone, will be hauled by fast trucks to the Los Angeles wholesale market, 100 miles north, to be sold locally or shipped by air and railway express to every corner of the continent. It is estimated that 40 per cent of all outgoing air freight space from Southern California is taken up by Encinitas flowers.

In addition to the cut-flower crop, several carloads of perfume petals,

two tons of seed, five million sub-tropical plants and 10 million bulbs will be shipped from this community.

The battle royal of color waged daily on the hillsides calls a continuous stream of new growers into the area. Some are horticulturists and some are nurserymen who come to replenish their stocks and remain to raise new fields of blossoms trooping down to the sea.

Paul Ecke, whose poinsettias riot over 500 acres of crimson beauty, is the heaviest producer. More than 90 per cent of the nation's commercial poinsettia crop originates in his fields. Not far from this scarlet kingdom, Don Briggs' color-splotted gladiolus field flaunts its lavish and fragrant display. From 15 acres, he ships 5000 blossoms each day to metropolitan markets. Another neighbor, Dr. Oscar Gabriel, set about propagating hybrid carnations in his spare time. Last year, he carried on an extensive mail order business in plants and shipped out thousands of cut flowers.

Each of the growers specializes in producing a favorite crop, although nearly all of them also raise the popular stand-by, gladioli. Calla lilies, gerberas, stock, camellias, tuberous begonias and fuschias also contribute heavily to the wealth and fragrance of the flowerbasket.



SMILES ALONG THE ROAD

Share your smile with Nash Airflyte readers and be richer by five dollars. Nash Airflyte pays five dollars for each Smile Along the Road contributed by a reader and selected for publication. All contributions become the property of Nash Airflyte and none will be returned. Send your contribution along to Nash Airflyte Magazine, 431 Howard St., Detroit 31, Michigan.

Philosophy

A bit of advice in the window of a Dallas, Texas, life insurance company:

"Brother, don't worry! Today is the tomorrow you worried about yesterday."

*P. A. Bury
Dallas, Texas*

Facial

While driving through South Dakota, the following sign was spotted hanging over a drinking fountain in Sioux Falls, S.D.:

"Warning—Old Faceful"

*Robert Boersma
Luverne, Minn.*

Grin and Share It

This sign was seen outside of a Portland, Ore., barber shop:

"If you can't stop, Smile as you go by."

*Linda Winans
Oregon City, Ore.*

Love For Sale

Sign spotted while riding through small town:

"This is the only place that you can buy love—Puppies for Sale."

*Mrs. S. H. Pennell
Lansdowne, Pa.*

"In the Cooler"

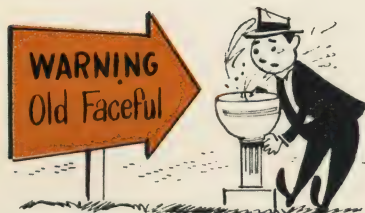
Double feature movie marquee in Irvington, Texas:

THE LAST OF THE BUCCANEERS

INSIDE THE WALLS OF FOLSOM PRISON

COOLED BY 60 TONS OF REFRIGERATED AIR

*Marilyn Venable
Dallas, Texas*



Invitation to Living

This is a sketch of a sign that hangs from a notary's office on U.S. Highway 87 just outside Sutherland Springs, Texas.

*Edith H. Thompson
San Antonio, Texas*

Testimonial

Advertisement spotted on a Minnesota drive-in:

EAT HERE

50 million flies can't be wrong!!

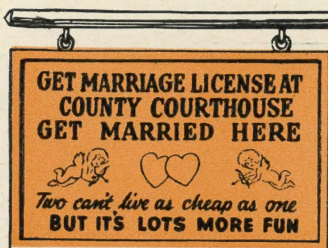
*Gretta Davidson
Clay Center, Kans.*

Fish Story

A sign on the wall of the "King of the Sea" restaurant in New York City reads:—

"The fish you eat today, slept last night in Chesapeake Bay."

*Mrs. Ted Brotherson
Manhattan, Kan.*



Warning

Sign on roadside fruit stand near a small town in Pennsylvania:

"God Help Those Who Help Themselves."

*Amelia Wargo
Bethlehem, Pa.*

Dunking Approved?

An Anderson, S.C., cafe boasts: "Recommended by Hunk & Dines."

*J. Glenn McClain
Anderson, S.C.*

A FUEL DOOR GUARD

especially designed for your car

Here's an easy-to-install practical accessory designed to harmonize with the lines of your Nash. The Nash No★Mar Fuel Door Guard is of lasting chrome finish and was designed and tailored for your Nash. This approved accessory will protect the finish of your fuel door and add sparkling streamlined beauty to the appearance of your car. There are no holes to drill—you just insert screws and washers into rubber bumpers that come with the Nash No★Mar Fuel Door Guard.



DIAGNOSIS

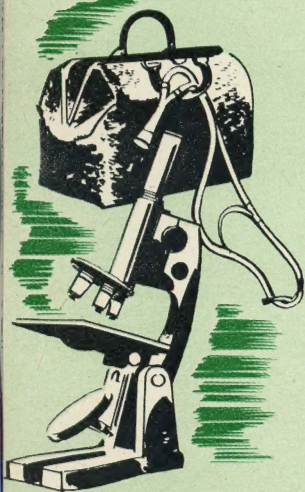
means

"BETTER HEALTH"

for your car!

YOU probably can remember when automobile service was performed pretty much by guesswork. Just as the old-time airplane pilot "flew by the seat of his pants," the mechanic of many years ago had to "feel his way" along. YOUR CAR is a much more complicated "machine" today than was the car you drove 15 years ago. You, of course, recognize the many remarkable improvements in automobiles. BUT, the chances are you haven't given thought to the fact that the techniques of

OPINIONS ARE NOT GOOD ENOUGH

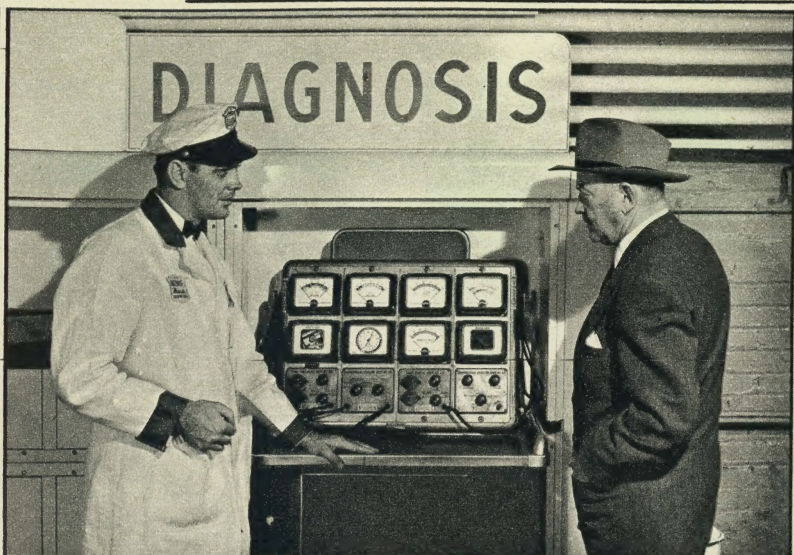


automobile service have kept pace with the rapid developments and improvements in the car you drive.

ONE OF THE BIGGEST advances in automobile service is in the field of diagnosis. Today, electronic and electrical machines probe deeply into the heart of your engine — and "point the finger" at trouble spots.

PRECISION machines check steering, electrical systems, wheel alignment and the fuel system. Craftsmen, trained in the use of this modern equipment, interpret the findings into accurately prescribed service which is then skilfully performed.

Our Service Craftsmen are taught that FACTS, not OPINIONS, are what really count. Through this approach to service, the Nash Owner reaps the benefits of better, more accurately performed service at moderate cost.



GET THE FACTS!

Let us diagnose
your car for any
corrective
or preventive
service
it may require!

✓ ENGINE

✓ TRANSMISSION

✓ REAR AXLE ✓ BRAKES

✓ ELECTRICAL SYSTEM

✓ FUEL SYSTEM

✓ BODY ✓ STEERING



YOU CAN'T BEAT
Nash SERVICE



BRING YOUR *Nash* TO FOLKS WHO KNOW IT BEST

SEC. 34.66 P. L. & R.

U. S. POSTAGE


PAID

DETROIT, MICH.

Permit No. 5548

Howard E Kilborn
906 Bauman Ave
Austin Minn

CHANGE-OVER TIME



Old Man Winter is just around the corner. And with his arrival will come sudden snow squalls, quick freezes and unexpected slippery driving conditions. Don't let winter rob you of your driving pleasure. Winterproof your car now against the discomfort and uncertainty of winter driving. Your Nash dealer is prepared to save you time, trouble and expense with Nash winter-proofing service that includes cooling system service, oil change, engine tune-up, complete lubrication, and safety and electrical inspections.

ENSTAD NASH, INC.

1327 Oakland Ave., W.

Austin, Minn.

Phone 9639

More For Your Cash at Enstad Nash